







## TRANSPORTATION.

**NEW ARRANGEMENT.**  
 Commencing Monday, July 16, 1855.  
**Little Miami Railroad,**  
 VIA COLUMBUS.  
 DAILY EASTERN TRAINS AT 6 A. M., 9 A. M.,  
 10 A. M., AND 6 P. M.  
*Quickest, Shortest, and Most Direct Route, to*  
*and from Cincinnati and the East.*  
 LAID WITH HEAVY TIRON.  
 Being Passengers line run into the Depot, Pitts-  
 burgh, Cincinnati and Crestline. Dunkirk  
 and Buffalo Passengers drive by Train.  
**ACH AND EVERY TRAIN**  
 the Little Miami route runs into the Depot of  
 the Shore road at Cleveland.  
 "Passengers take rate at the very first," said  
 heavy train, "remarkably smooth, and compe-  
 rative from dust." Being the best and most di-  
 rect route from Cincinnati to the East, the time is so

**THE VIA LITTLE MIAMI ROUTE\***  
From Cincinnati to  
JUMBO in 34 hours;  
LEVELAND in 34 hours;  
DUNKIRK in 34 hours;  
BUFFALO in 36 hours;  
ALBANY in 36 hours;  
NEW YORK in 36 hours;  
BOSTON in 38 hours;  
CRESTLINE in 6 hours;  
FITSBURGH in 14 hours;  
PHILADELPHIA in 36 hours;  
WHEELING in 10 hours;

**WASHINGTON IN 24 HOURS:**  
FROM BALTIMORE TO WASHINGTON BY BOATS.  
Baggage checked from Cincinnati to Wheeling, Pittsburg,  
Cleveland, Dunkirk, and Buffalo. **FIVE**  
Passengers by the 6 o'clock A. M. train. The following  
through service will be maintained during the four  
day in New York, Philadelphia, Baltimore or Wash-  
ton City.  
The Little Miami is the eastern depot at Cincinnati.

**Five Daily Trains.**

**FIRST TRAIN**—Cleveland, Pittsburg, Steubenville, and  
Leaving Lightning Express leaves Cincinnati at 8 A.  
M., and arrives at Washington at 10 P. M. Albany,  
New York, and Boston; Crestline, Pittsburg, Baltimore,  
Philadelphia, and New York; Zanesville, Wheeling, Bal-  
timore, and Washington; Columbus, Cleveland, Cin-  
cinnati; Steubenville, Sandusky, and Detroit; Xenia, Yel-  
low Springs, and Springfield; Wilmington, Circleville, and  
passengers by this train for Lake steamers have five  
hours and a half at Cleveland.

**SECOND TRAIN**—Cincinnati and Pittsburgh Ex-  
press leaves Cincinnati at 9 A. M., for Columbus, Cleveland,

[illegible]

5555. SUMMER ARRANGEMENT. 1895  
**FOR THE EAST!**  
 VIA THE  
 CINCINNATI, HAMILTON, AND DAYTON  
**RAILROAD!!!**  
 EXPEDITIOUS ROUTE  
 TO NEW YORK, BOSTON AND

fact—making the same connections as are made by an other line out of Cincinnati.

To the other side of the river makes quicker to the more certain connections to the East, and none so quick as the East by one and three-quarter hours.

The time on the Cincinnati, Hamilton, and Dayton Road is the same as on the Louisville and Nashville, and the Ohio, for three-fourths of the way, and the latter is nearly level and straight, and it is so substantially built that it can be run at high speed with greater safety than the Louisville and Nashville.

The First Train leaving Cincinnati, after the arrival of the Louisville Morning Cars, is on the Cincinnati, Hamilton, and Dayton Road. The Depots are about one hundred yards apart, and baggage can be transferred from one to the other with very little trouble. The trouble of hauling it two miles through the city, as passengers, if they prefer it, can go to a hotel for the

As few changes of Passenger Cars as any other route.

Baggage checked through to Dunkirk, Buffalo and Pittsburgh.

Passengers by 9 o'clock, A. M., Train, Cincinnati to Hamilton & Dayton Railroad, breakfast at Cincinnati and dinner at the following day in New York, Philadelphia, Baltimore and Washington.

From Cincinnati to New York 30½ hours;  
To Philadelphia in 31½ hours;  
To Albany in 32 hours;  
To Boston in 35 hours.

To Dunkirk in 14 1/2 hours;  
To Pittsburgh in 16 hours;  
To Baltimore in 28 hours;  
No other line from Cincinnati makes quicker time to the East, and none so quick from the East by one and one-half hours.

**LEAVING CINCINNATI.**

**FIRST TRAIN.**—Cleveland, Buffalo and Pittsburgh Express, at 6 o'clock a. m. for Dayton, Clyde, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; all connect at Forest for New York, Philadelphia, Baltimore and New York, arrives at Cleveland 2:45 p. m.

**LEAVING AMPLE TIME FOR DINNER, SECURING OF SEATS, & making close connection with Lake Shore Railroad**

**CAUTION.**  
The traveling public are cautioned against the false statements in circulation to the effect that the Little

the Atlanta company. Among the most prominent men may be named that their line is the quickest in the East; that there is less certainty of connections from Clyde to Cleveland, and that there are no changes of cars on the Pittsburgh Express by one route than the other. Forbearance has been exercised a week, on the promise that these misrepresentations should be corrected; but they are still reiterated daily in hand-bills and newspapers, making the caution necessary.

HENRY O. AMES, Supt. C. H. & D. R.  
E. B. PHILLIPS, Supt. C. & T. R. R.  
E. F. OSBORN, Pres. & Supt. M. & D. R. R.

**Louisville and Frankfort  
AND LEXINGTON & FRANKFORT  
RAILROADS.**

Through Tickets to Cincinnati.  
FARE \$4—GOOD FOR TWO DAYS.



TWO PASSENGER TRAINS DAILY.

**F**IRST TRAIN LEAVES LOUISVILLE at 6 o'clock A. M., stopping 15 minutes at breakfast at Lagrange, and arrives at Lexington at 11 o'clock A. M. After remaining four hours in Lexington, passengers take the 3 o'clock P. M. Train of Covington and Lexington. Arrives in Cincinnati at 10 o'clock P. M.

**SECOND TRAIN** leaves Louisville at 2:30 p. m., arrives at Lexington at 7:30 p. m. Persons taking train remain over night in Lexington and resume the 6 o'clock Train next morning for Cincinnati.

Passengers by the 6 o'clock A. M. Train connect at Frankfort with stages for Salvisa, Harrodsburg, Danville, and Lexington with stages for Nicholasville, Danville, Lancaster, Stanford, and Crab Orchard and Winchester, Mt. Sterling, Owingsville, Richmond and Estill Springs.

Stage lines continue through to Estill Springs and Crab Orchard Springs same day.

time for the evening Train from Lexington to Louisville.

Passengers by this route are comparatively exempt from the annoyance of dust in the cars, and pass through some of the richest and most highly cultivated portions of the State.

For tickets and any desired information call the Depot, corner of Jefferson and Brook streets.

SAMUEL GILL,  
Supt. L. & F. and L. & F. R. R.

**EXPRESS NOTICE.**

**Change of Time.**  
**A DAMS EXPRESS COMPANY**  
Office 945 Main street, Louisville.  
On, and after Tuesday, April 18, our Messenger and Express freight will leave Louisville for Frankfort at Lexington in the afternoon train. Returning, less Lexington in the morning, at 8 o'clock.  
Freight received at our office till 1 p. m.  
Our war wagon will call for freight, if orders are sent.

**Jeffersonville Railroad**

**SUMMER ARRANGEMENT**

Indianapolis, Chicago, and Cincinnati  
On and after Monday, April 30th, 1912  
as follows:

Indianapolis and Chicago at 6.15 A. M.,  
Cincinnati at 8.45 A. M., and 3.50 P. M.  
These trains connect at Indianapolis  
with all the trains for the North and  
South. We had at the office 485 Main Street  
ap-47 dtd A. F.